

AGENDA
JOHNSON CITY MTPO
Executive Board / Executive Staff
Tuesday, June 21, 2022 at 10:00 a.m.
Johnson City Transit Center, Training Room

- **Call to Order**
- **Item 1:** Public Input – Open to public
- **Item 2:** Approval of Minutes from the April 28, 2022 Meeting
- **Item 3:** Consider approval of a resolution to self-certify the metropolitan transportation planning process for the Johnson City MTPO that must accompany an amendment to the Transportation Improvement Program (TIP)
 - **Resolution 2022-02 (Vote Required)**
- **Item 4:** Consider approval of a resolution to amend the Fiscal Years 2020-2023 Transportation Improvement Program (TIP) to add a new FTA Section 5307 capital project for NET Trans, with a total of \$102,859 (\$82,287 Federal, \$10,286 State and \$10,286 Local) in Fiscal Year 2022
 - **Resolution 2022-03 (Vote Required)**
- **Item 5:** Consider approval of a resolution to adopt Amendment No. 2 to the Public Participation Plan
 - **Resolution 2022-04 (Vote Required)**
- **Item 6:** Consider approval of a resolution to adopt Transit Asset Management Targets
 - **Resolution 2022-05 (Vote Required)**
- **Item 7:** Consider approval of a resolution to adopt Transit Agencies' Safety Targets
 - **Resolution 2022-06 (Vote Required)**
- **Item 8:** Consider endorsement of fiscally constrained list of projects for the update to the Metropolitan Transportation Plan (MTP)
 - **Voice Vote Required**
- **Item 9:** Other Business
- **Adjourn**

ITEM 1

Public Input

ITEM 2

Approval of the minutes from the April 28, 2022 Meeting

JOHNSON CITY MTPO
Minutes of the Executive Board and Executive Staff Meeting
Thursday, April 28, 2022 at 10:00 a.m.
Location: Johnson City Transit Center, Training Room

Executive Board Present

Charlie Stahl for the Honorable Mayor Joseph C. Wise, City of Johnson City, Chairman
Logan Engle for the Honorable Mayor Curt Alexander, City of Elizabethton
The Honorable Chuck Vest, Town of Jonesborough
Johnny Deakins, Jr. for the Honorable Mayor Joe Grandy, Washington County
Ronda Sawyer for the Honorable Governor Bill Lee, State of Tennessee
John Deakins, Jr., Tennessee County Highway Officials Association

Executive Board Not Present

The Honorable Mayor Richard Bowling, Town of Bluff City
The Honorable Mayor Kathy Bullen, Town of Unicoi
The Honorable Mayor Patty Woodby, Carter County

Executive Staff Present

Charlie Stahl for Cathy Ball, City of Johnson City, Chairman
Logan Engle for Daniel Estes, City of Elizabethton
Kim Kreckow for Eldonna Janutolo, Johnson City Transit
John Deakins, Jr., Washington County Highway Department
Ronda Sawyer, Tennessee Department of Transportation (TDOT)

Executive Staff Not Present

The Honorable Mayor Richard Bowling, Town of Bluff City
Glenn Rosenoff, Town of Jonesborough
Debbie Kessler, Town of Unicoi
Roger Colbaugh, Carter County Highway Department
Susan Reid, First Tennessee Development District
Federal Highway Administration (FHWA)
Federal Transit Administration (FTA)

Others Attending

Glenn Berry, Johnson City MTPO
Mary Butler, Johnson City MTPO
Matthew Balogh, Elizabethton
Anthony Todd, Johnson City
Ambre Torbett, Sullivan County
Candace Long, NET Trans
Jon McCurry, NET Trans
Tracy Kissel, NET Trans
Jason Farmer, TDOT District 17
Michael Dick, TDOT District 17
Randy Dodson, Mattern & Craig
Kayla Ferguson, KCI

Summary of Motions:

- **Approved** – Minutes from January 27, 2022 meeting;
- **Approved** – Resolution 2022-01 – Adopted the 2022 Johnson City Urbanized Area Coordinated Public Transit – Human Services Transportation Plan; and
- **Endorsed** projected revenues and assumptions for the update to the Metropolitan Transportation Plan.

Call to Order: Meeting called to order at 10:03 a.m. by the Acting Chairman, Mr. Charlie Stahl, standing in for the Honorable Mayor Joseph C. Wise.

Agenda Item 1: Chairman Mr. Stahl asked if there was any input from the public. There were no comments from the public.

Agenda Item 2: The minutes from the January 27, 2022 meeting were reviewed.

Mr. John Deakins Jr. made a motion for the board to approve the minutes of the January 27, 2022 meeting. Ms. Ronda Sawyer seconded the motion.

All approved. **Motion carried.**

Agenda Item 3: Chairman Mr. Stahl moved to Item 3, for the Executive Board to consider a resolution to adopt the 2022 Johnson City Urbanized Area Coordinated Public Transit – Human Services Transportation Plan.

Mr. Berry reviewed the process to update the Coordinated Plan. A full presentation was given last month and this is a link to the recording: <https://www.youtube.com/watch?v=iRheX5NXqOQ>. He showed on the screen the eight goals and recommended strategies for the region to meet those goals. Mr. Berry pointed out that the strategies are recommendations and agencies will still need to consider if they can be implemented or not. Specifically, one of the recommended strategies is to hire a mobility manager. NET Trans hired a mobility manager last fall and JCT will need to evaluate the position further before hiring a person for that position. TDOT is currently funding mobility management at 100% for this year and 90% after that.

The Honorable Chuck Vest made a motion for the board to approve the resolution to adopt the 2022 Johnson City Urbanized Area Coordinated Public Transit – Human Services Transportation Plan. Mr. Deakins seconded the motion.

All approved. **Motion carried.**

Agenda Item 4: Chairman Mr. Stahl moved to Item 4, to consider endorsement of the project revenues and assumptions for the update to the Metropolitan Transportation Plan (MTP).

Mr. Berry gave a brief introduction on the Metropolitan Transportation Plan (MTP), or the long-range plan as it was formerly known, and that it is one of the most important documents that an MPO is required to have. It is required to be updated every five years in areas with attainment for air quality. This document maintains the eligibility of projects and must meet fiscal constraint requirements. He introduced Ms. Kayla Ferguson from KCI Technologies, who is the consulting firm that is updating the MTP, and noted that the funding assumptions that are being presented have been reviewed by both TDOT and FHWA.

Ms. Ferguson gave a presentation on the current status of the process to update the MTP. This presentation is available on our website at <https://jcmppo.org/pastmeetings.html>. She covered the current population and employment data in the region and the predictions of growth in certain areas. She also showed a map where there are roadways with Level of Service (LOS) deficiencies. She points out that I-26 is one road that is operating at a LOS F, which is in critical need of improvement. She then briefly covered the results of the public survey to gather input on regional transportation needs and displayed locations where people made comments. Ms. Ferguson displayed funding tables of historic revenues and where

those figures were derived. She also displayed funding tables showing projected revenue for short-term years from 2023-2030 years and then outward years from 2031-2050.

Ms. Ferguson then gave an overview of the next steps in the timeline for the update to the MTP. KCI Will begin scoring projects and prioritize them. They will also finish cost estimates for candidate projects and There will be two public meetings held on May 24.

Ms. Ferguson and Mr. Berry also commented that the state, federal and public review process of the draft plan is rather lengthy, necessitating that the document be done to allow for almost 6 months for that process to happen.

Chairman Mr. Stahl asked about the meaning of fiscal constraint for the projects. Ms. Ferguson said you have to be able to identify a reasonable expectation of revenue to fund the projects that are needed.

Ms. Candace Long asked about the frequency for updating the list of projects. Ms. Ferguson said every five years.

Mayor Vest asked about the prioritizing of projects. Ms. Ferguson explained more about the scoring process and how it uses a method to score...

Mr. Deakins asked Ms. Ferguson to revisit the LOS deficiencies map and pointed out I-26 being rated low, a Level F. Ms. Ferguson said yes, the current Travel Demand Model shows that I-26 has the most congested roadway in the region. Mr. Deakins stated that the I-26 Corridor study did not show that much congestion. Mr. Berry said that one of the issues with the TDOT study was they used data from 2010 for the I-26 Corridor Study and unfortunately, it was out of date.

Ms. Kim Kreckow asked Ms. Ferguson if the percentage of growth was taken into consideration in order to fit more projects into the fiscal constraint. Ms. Ferguson stated that it was not for the purpose of fitting more projects in the proposal. Ms. Kreckow also asked if Ms. Ferguson knew the percentage of public participation to which Ms. Ferguson stated that due to the anonymous nature of the online polls, they could not easily determine a percentage of participation.

Mayor Vest made a motion to endorse the project revenues and assumptions for the update the MTP. Ms. Logan Engle seconded the motion.

All approved. **Motion carried.**

Agenda Item 5: Chairman Mr. Stahl moved to Item 5, Other Business.

Mr. Jason Farmer of TDOT District 17 offered an update on projects in the region. The State Route 91 project in Elizabethton is starting construction. Currently the subcontractor is waiting upon material delivery to begin work on utilities.

Ms. Sawyer announced that TDOT is seeking public engagement on the National Electric Vehicle Infrastructure (NEVI), a new federal formula program. A stakeholder engagement session will be held next Tuesday, May 3, from 5:00 - 6:30 p.m. in Kingsport at the Chamber of Commerce (Eastman Board Room), 400 Clinchfield St., Kingsport, TN 37660.

Mr. Berry announced that the MTPO staff released a notice of an amendment to the Public Participation Plan in an email last week. The Board will be considering adopting the amendment in June.

At the end of the meeting Mr. Berry noted that Board Member Johnny Deakins would be retiring at the end of May and this would be his last meeting. He cited Mr. Deakins's dedication and strong support to the MTPO. He noted Mr. Deakins was instrumental in getting the Knob Creek Project included in the IMPROVE Act. He then proceeded to present Mr. Deakins with a "Certificate of Appreciation" on behalf of the Executive Board for his years of dedication and outstanding service. All the Board Members noted their appreciation for his service and wished him well.

Adjourn: There being no further business, Chairman Mr. Stahl adjourned the meeting at 11:01 a.m.

ITEM 3

Resolution 2022-02: Consider approval of a resolution to self-certify the metropolitan transportation planning process for the Johnson City MTPO that must accompany an amendment to the Transportation Improvement Program (TIP)

The Johnson City MTPO is required to comply with federal law to self-certify the metropolitan transportation planning process and that they are following all regulations as identified in the Code of Federal Regulations, Title 23, Section 450.334, and an approved certification must be included with an amendment to the TIP.

It is recommended this item be approved by the Johnson City MTPO Executive Board by roll call vote and accompanying resolution.

**RESOLUTION OF THE EXECUTIVE BOARD OF THE JOHNSON CITY METROPOLITAN TRANSPORTATION
PLANNING ORGANIZATION**

METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION

In accordance with 23 CFR 450.336, the Johnson City Metropolitan Transportation Planning Organization hereby certifies that the metropolitan transportation planning process is addressing major issues facing the Johnson City, TN urbanized area, and is being carried out in accordance with the following requirements:

- I. 23 U.S.C. 134 and 135, 49 U.S.C. 5303 and 5304 (Highways and Transit).
- II. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000 d-1) and 49 CFR part 21.
- III. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity.
- IV. Section 1101 (b) of the FAST-ACT (Pub. L 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT-funded projects.
- V. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts.
- VI. Provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq) and 49 CFR parts 27, 37, and 38.
- VII. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended, 42 U.S.C. 7504, 7506 (c) and (d), and 40 CFR part 93.
- VIII. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance.
- IX. Section 324 of Title 23 U.S.C. regarding the prohibition of discrimination based on gender.
- X. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

MTPO Executive Board, Chair

Date

MTPO Executive Secretary

Date

ITEM 4

Resolution 2022-03: Consider approval of a resolution to amend the Fiscal Years 2020-2023 Transportation Improvement Program (TIP) to add a new FTA Section 5307 capital project for NET Trans, with a total of \$102,859 (\$82,287 Federal, \$10,286 State and \$10,286 Local) in Fiscal Year 2022

The Northeast Tennessee Regional Public Transit System (NET Trans) is adding a new project to the Fiscal Years 2020-2023 Transportation Improvement Program (TIP), which includes Federal Transit Administration (FTA) Section 5307 capital funds to upgrade the parking lot for their transit vehicles in Elizabethton and to install new radios in their vehicles.

NET Trans is adding a total of \$102,859, which is \$82,287 Federal, \$10,286 State and \$10,286 Local in Fiscal Year 2022.

Attached is the new project page, along with the old and amended summary pages.

It is recommended this item be approved by the Johnson City MTPO Executive Board by roll call vote and accompanying resolution.

Fiscal Years 2020-2023 Transportation Improvement Program

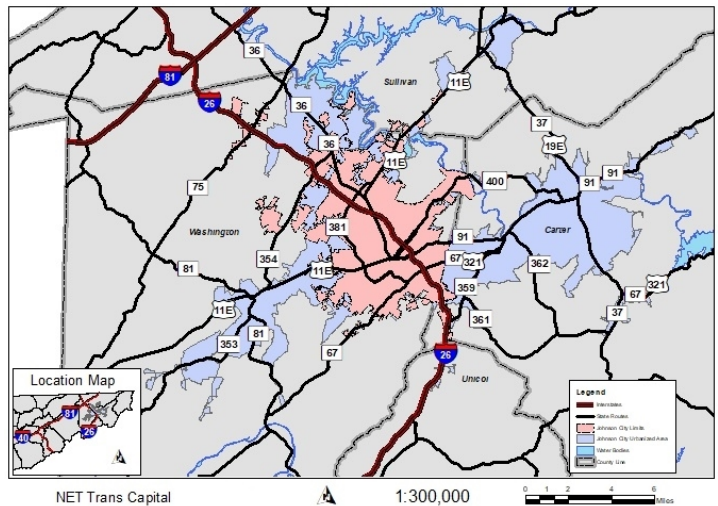
Project Name	NET Trans Capital Projects (5307)		TIP #	2022-03
Draft Status	Draft		Draft Version	1
Improvement Type	Transit Capital		Lead Agency	NET Trans
County	Multi-County	Length	0.00	Regional Plan ID Capital Needs, Page 5-10
Air Quality Status	N/A	TDOT PIN		Project Cost \$102,859.00
Route				
Location				
Project Description	Upgrades to the Elizabethton parking lot for NET Trans vehicles and installation of new radios in transit vehicles.			

Fiscal Year	Type of Work	Funding Type	Total Funds	Federal Funds	State Funds	Local funds
2022	Capital	FTA 5307	\$102,859.00	\$82,287.00	\$10,286.00	\$10,286.00

REVISION HISTORY

PROJECT NOTES

Amendment 6 - NET Trans is adding a new capital project with a total of \$102,859 (\$82,287 Federal, \$10,286 State and \$10,286 Local) in FTA Section 5307 funding.



Financial Summary of Transit Funds

	FY 2020				FY 2021			
	Federal	State	Local	Total	Federal	State	Local	Total
Anticipated Revenue	\$ 3,742,205	\$ 479,606	\$ 1,995,229	\$ 6,217,040	\$ 3,114,365	\$ 164,007	\$ 2,029,672	\$ 5,308,044
5307 - Operating	\$ 1,868,888	\$ -	\$ 1,704,888	\$ 3,573,776	\$ 2,029,805	\$ -	\$ 1,865,665	\$ 3,895,470
5307 - Capital	\$ 257,000	\$ 32,125	\$ 32,125	\$ 321,250	\$ 257,000	\$ 32,125	\$ 32,125	\$ 321,250
5307 - Acquisition	\$ 158,000	\$ 14,000	\$ 14,000	\$ 186,000	\$ 259,600	\$ 32,450	\$ 32,450	\$ 324,500
5339 - Acquisition	\$ 816,242	\$ 307,284	\$ 118,019	\$ 1,241,545	\$ 305,460	\$ 38,182	\$ 38,182	\$ 381,824
5317 - Operating	\$ 92,500	\$ 46,250	\$ 46,250	\$ 185,000	\$ 92,500	\$ 46,250	\$ 46,250	\$ 185,000
5316 - Operating	\$ 30,000	\$ 15,000	\$ 15,000	\$ 60,000	\$ -	\$ -	\$ -	\$ -
5310 - Acquisition	\$ 519,575	\$ 64,947	\$ 64,947	\$ 649,469	\$ 170,000	\$ 15,000	\$ 15,000	\$ 200,000
Programmed Expenditures	\$ 3,742,205	\$ 479,606	\$ 1,995,229	\$ 6,217,040	\$ 3,114,365	\$ 164,007	\$ 2,029,672	\$ 5,308,044
Ending Balance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

	FY 2022				FY 2023			
	Federal	State	Local	Total	Federal	State	Local	Total
Anticipated Revenue	\$ 2,652,604	\$ 124,328	\$ 1,872,975	\$ 4,649,907	\$ 2,549,954	\$ 124,328	\$ 1,767,828	\$ 4,442,110
5307 - Operating	\$ 1,915,248	\$ -	\$ 1,748,647	\$ 3,663,895	\$ 1,812,598	\$ -	\$ 1,643,500	\$ 3,456,098
5307 - Capital	\$ 259,600	\$ 32,450	\$ 32,450	\$ 324,500	\$ 259,600	\$ 32,450	\$ 32,450	\$ 324,500
5307 - Acquisition	\$ 38,250	\$ 3,375	\$ 3,375	\$ 45,000	\$ 38,250	\$ 3,375	\$ 3,375	\$ 45,000
5339 - Acquisition	\$ 170,000	\$ 15,000	\$ 15,000	\$ 200,000	\$ 170,000	\$ 15,000	\$ 15,000	\$ 200,000
5317 - Operating	\$ 120,756	\$ 60,378	\$ 60,378	\$ 241,512	\$ 120,756	\$ 60,378	\$ 60,378	\$ 241,512
5316 - Operating	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5310 - Acquisition	\$ 148,750	\$ 13,125	\$ 13,125	\$ 175,000	\$ 148,750	\$ 13,125	\$ 13,125	\$ 175,000
Programmed Expenditures	\$ 2,652,604	\$ 124,328	\$ 1,872,975	\$ 4,649,907	\$ 2,549,954	\$ 124,328	\$ 1,767,828	\$ 4,442,110
Ending Balance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Amended
June 21, 2022

Financial Summary of Transit Funds

	FY 2020				FY 2021			
	Federal	State	Local	Total	Federal	State	Local	Total
Anticipated Revenue	\$ 3,742,205	\$ 479,606	\$ 1,995,229	\$ 6,217,040	\$ 3,114,365	\$ 164,007	\$ 2,029,672	\$ 5,308,044
5307 - Operating	\$ 1,868,888	\$ -	\$ 1,704,888	\$ 3,573,776	\$ 2,029,805	\$ -	\$ 1,865,665	\$ 3,895,470
5307 - Capital	\$ 257,000	\$ 32,125	\$ 32,125	\$ 321,250	\$ 257,000	\$ 32,125	\$ 32,125	\$ 321,250
5307 - Acquisition	\$ 158,000	\$ 14,000	\$ 14,000	\$ 186,000	\$ 259,600	\$ 32,450	\$ 32,450	\$ 324,500
5339 - Acquisition	\$ 816,242	\$ 307,284	\$ 118,019	\$ 1,241,545	\$ 305,460	\$ 38,182	\$ 38,182	\$ 381,824
5317 - Operating	\$ 92,500	\$ 46,250	\$ 46,250	\$ 185,000	\$ 92,500	\$ 46,250	\$ 46,250	\$ 185,000
5316 - Operating	\$ 30,000	\$ 15,000	\$ 15,000	\$ 60,000	\$ -	\$ -	\$ -	\$ -
5310 - Acquisition	\$ 519,575	\$ 64,947	\$ 64,947	\$ 649,469	\$ 170,000	\$ 15,000	\$ 15,000	\$ 200,000
Programmed Expenditures	\$ 3,742,205	\$ 479,606	\$ 1,995,229	\$ 6,217,040	\$ 3,114,365	\$ 164,007	\$ 2,029,672	\$ 5,308,044
Ending Balance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

	FY 2022				FY 2023			
	Federal	State	Local	Total	Federal	State	Local	Total
Anticipated Revenue	\$ 2,734,891	\$ 134,614	\$ 1,883,261	\$ 4,752,766	\$ 2,549,954	\$ 124,328	\$ 1,767,828	\$ 4,442,110
5307 - Operating	\$ 1,915,248	\$ -	\$ 1,748,647	\$ 3,663,895	\$ 1,812,598	\$ -	\$ 1,643,500	\$ 3,456,098
5307 - Capital	\$ 341,887	\$ 42,736	\$ 42,736	\$ 427,359	\$ 259,600	\$ 32,450	\$ 32,450	\$ 324,500
5307 - Acquisition	\$ 38,250	\$ 3,375	\$ 3,375	\$ 45,000	\$ 38,250	\$ 3,375	\$ 3,375	\$ 45,000
5339 - Acquisition	\$ 170,000	\$ 15,000	\$ 15,000	\$ 200,000	\$ 170,000	\$ 15,000	\$ 15,000	\$ 200,000
5317 - Operating	\$ 120,756	\$ 60,378	\$ 60,378	\$ 241,512	\$ 120,756	\$ 60,378	\$ 60,378	\$ 241,512
5316 - Operating	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5310 - Acquisition	\$ 148,750	\$ 13,125	\$ 13,125	\$ 175,000	\$ 148,750	\$ 13,125	\$ 13,125	\$ 175,000
Programmed Expenditures	\$ 2,734,891	\$ 134,614	\$ 1,883,261	\$ 4,752,766	\$ 2,549,954	\$ 124,328	\$ 1,767,828	\$ 4,442,110
Ending Balance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

RESOLUTION OF THE EXECUTIVE BOARD OF THE JOHNSON CITY METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION (MTPO) TO

Amend the Fiscal Years 2020-2023 Transportation Improvement Program (TIP) to add a new FTA Section 5307 capital project for NET Trans, with a total of \$102,859 (\$82,287 Federal, \$10,286 State and \$10,286 Local) in Fiscal Year 2022

WHEREAS, Johnson City Metropolitan Transportation Planning Organization (MTPO) is responsible for programming of funds for Transportation Purposes; and

WHEREAS, it is the responsibility of the Johnson City MTPO to program these funds for transportation projects in the Transportation Improvement Program (TIP); and

WHEREAS, NET Trans is utilizing Federal Transit Administration (FTA) Section 5307 funds for a new capital project; and

WHEREAS, NET Trans is proposing to add a total of \$102,859 (\$82,287 Federal, \$10,286 State and \$10,286 Local) in Fiscal Year 2022; and

WHEREAS, NET Trans will use the funds to upgrade a parking lot for their vehicles in Elizabethton and install new radios on their vehicles; and

NOW, THEREFORE, BE IT RESOLVED that the Executive Board of the Johnson City Metropolitan Transportation Planning Organization does hereby amend the Fiscal Years 2020 – 2023 Transportation Improvement Program to add a new FTA Section 5307 capital project for NET Trans, with a total of \$102,859 (\$82,287 Federal, \$10,286 State and \$10,286 Local) in Fiscal Year 2022.

MTPO Executive Board, Chair

Date

MTPO Executive Secretary

Date

ITEM 5

Resolution 2022-04: Consider approval of a resolution to adopt Amendment No. 2 to the Public Participation Plan

The Public Participation Plan (PPP) outlines everything that the MTPO does in regards to public outreach for each of our major documents, such as the Metropolitan Transportation Plan (MTP) and the Transportation Improvement Program (TIP). The last major update to the Plan was in 2016. The Johnson City MTPO staff has finalized Amendment Number 2 to the Plan for Executive Board approval. The Plan has been reviewed in the last year for performance and several items were out of date. Staff has updated many of the terms in the document, along with aligning it with current transportation legislation and regulations.

The amendment to the PPP was submitted to the Tennessee Department of Transportation and Federal Highway Administration for their review and comment. During this review process, comments on the draft were provided to the MTPO from these agencies and satisfactorily addressed.

The amendment was also shared with the public and agency stakeholders for a comment period of 45-calendar days, from April 20 – June 6, 2022. There were two comments submitted and addressed, as follows:

Public Comment # 1

From: Candace Long, NET Trans Director
Received: Thursday, April 28, 2022
Comment: Please consider including NET Trans in the section on Program of Projects.

Response: This section, Public Transportation Program of Projects, has been modified to include all transit agencies operating in the Johnson City Urbanized Area.

Public Comment # 2

From: Lian Li, FHWA-Eastern Federal Lands Highway Division
Received: Tuesday May 17, 2022
Comment: Thank you for reaching out to us for our input on the Johnson City MTPO's draft Public Participation Plan. During our review of the draft plan, we noticed the plan doesn't describe in detail the process of how the MTPO involves Federal land management agencies in the development of the MTP and TIP, for example, a process that outlines the roles, responsibilities, and key decision points for the MTPO to consult with Federal land management agencies. Does the MTPO have the process documented elsewhere, in an agreement perhaps?

Response: The MPO Manager responded to Ms. Li that page 25 of the document explains the process to reach out to the agencies listed in the Interagency Consultation List.

To view the final draft of the PPP, please click on the link below.

<https://jcmpo.org/PPP/Public%20Participation%20Plan%20-%20Public%20Review.pdf>

Also provided is a full list of changes included in the amendment.

<https://icmpo.org/PPP/List%20of%20Revisions%20for%20Amendment%202%20to%20the%20Johnson%20City%20MTPO%20PPP.pdf>

It is recommended this item be approved by the Johnson City MTPO Executive Board by vote and accompanying resolution.

RESOLUTION OF THE EXECUTIVE BOARD OF THE JOHNSON CITY METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION (MTPO) TO

To adopt Amendment No. 2 to the Public Participation Plan

WHEREAS, a comprehensive, cooperative, and continuing transportation process is to be carried out in the Johnson City Metropolitan Planning Area; and

WHEREAS, the Johnson City Metropolitan Transportation Planning Organization Executive Board has the authority to adopt plans and programs; and

WHEREAS, the Public Participation Plan was first required by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and recently upheld in the recent Infrastructure Investment and Jobs Act (otherwise known as the Bipartisan Infrastructure Law); and

WHEREAS, the Public Participation Plan has been reviewed for past performance and been updated accordingly; and

WHEREAS, the Public Participation Plan has completed the required 45-calendar day public review and comment period from April 20, 2022 through June 6, 2022; and

NOW, THEREFORE, BE IT RESOLVED that the Executive Board of the Johnson City Metropolitan Transportation Planning Organization does hereby adopt Amendment No. 2 to the Johnson City MTPO Public Participation Plan.

MTPO Executive Board, Chair

Date

MTPO Executive Secretary

Date

ITEM 6

Resolution 2022-05: Consider approval of a resolution to adopt Transit Asset Management Targets

A key feature of the Moving Ahead for Progress in the 21st Century (MAP-21) was the establishment of performance-based planning and programming. In addition to the performance measures established by the Federal Highway Administration, Federal Transit Administration (FTA) was mandated to develop a rule establishing a strategic and systematic process of operating, maintaining, and improving public capital assets effectively through their entire life cycle. Effective October 1, 2016, FTA established regulations to require providers of public transportation and MPOs to define targets in reference to Transit Asset Management (TAM) Measures. TAM is a business model that prioritizes funding based on the condition of transit assets to achieve and maintain a state of good repair (SGR) for the nation's public transportation assets.

Broadly speaking, transit assets include fixed facility assets (e.g., transfer centers, administrative and maintenance facilities), rolling stock (e.g., revenue buses and vans), and equipment (e.g., maintenance equipment, non-revenue service vehicles and trucks, etc.) with a useful life of one year or more. Transit agencies in our area have assets that fall into one or more of three asset categories defined by Federal legislation: Rolling Stock, Equipment, and Facilities. Assets are measured against Useful Life Benchmarks (ULB), which are the expected life cycle of the asset.

As part of the TAM process, transit agencies are required to define performance targets in reference to the State of Good Repair (SGR) for transit assets. Subsequently, MPOs must include the TAM performance targets in the transportation planning process by adopting a set of TAM targets specific to the Johnson City MTPO Metropolitan Planning Area (MPA) and integrating these targets in planning documents, such as the TIP and the MTP.

Please note, the supply chain issues affecting auto manufacturers is making it impossible for transit agencies to replace their vehicles in a timely manner, pushing delivery estimates over a year or more when orders are placed (if taking orders at all). This affects the transit agencies' ability to meet their targets.

The performance target for facilities is staying the same, with 0% of transit facilities rating less than 3.0 on the Transit Economic Requirements Model (TERM) scale.

It is recommended the TAM targets, found as Attachment A to Resolution 2022-03, be approved by the Johnson City MTPO Executive Board by vote and accompanying resolution.

**RESOLUTION OF THE EXECUTIVE BOARD OF THE JOHNSON CITY METROPOLITAN TRANSPORTATION
PLANNING ORGANIZATION (MTPO) TO**

ADOPT TRANSIT ASSET MANAGEMENT TARGETS

WHEREAS, in 2012 the United States Congress passed the Moving Ahead for Progress in the 21st Century (MAP-21) and Fixing America’s Surface Transportation (FAST) Act that mandate the establishment of a performance and outcome-based program for transportation decisions; and

WHEREAS, the Federal Transit Administration (FTA) was mandated to develop a rule establishing a strategic and systematic process of operating, maintaining, and improving public capital assets effectively through their entire life cycle; and

WHEREAS, the Transit Asset Management (TAM) regulations require providers of public transportation and MPOs to set TAM Targets, which apply to three asset categories defined by Federal legislation: Rolling Stock, Equipment, and Facilities; and

WHEREAS, the providers of public transportation formally reported their TAM targets to the Johnson City MTPO; and

WHEREAS, MPOs have 180 days following the establishment and reporting of the TAM targets to establish their own targets for the Johnson City MTPO Metropolitan Planning Area; and

WHEREAS, the staff of the Johnson City MTPO, after consultation and coordination with TDOT, and providers of public transportation within the Johnson City MTPO Metropolitan Planning Area, recommends that the Johnson City MTPO adopt these TAM targets depicted in “Attachment A” to this resolution;

NOW, THEREFORE, BE IT RESOLVED that the Executive Board of the Johnson City Metropolitan Transportation Planning Organization does hereby adopt Transit Asset Management Targets for the Johnson City MTPO.

MTPO Executive Board, Chair

Date

MTPO Executive Secretary

Date

Attachment A
Johnson City MTPO Transit Asset Management Performance Targets
 April 28, 2022

Performance Measures	BASELINE (% Past ULB)	TARGET (% Past ULB)
	June 2022	June 2023
Rolling Stock: The percentage of revenue vehicles (by type) that exceed the useful life benchmark (ULB)	Bus - 0% Cutaway - 15% Minivan - 44% Vans - <25%	Bus - 0% Cutaway - <15% Minivan - 22% Vans - <25%
Equipment: The percentage of non-revenue service vehicles (by type) that exceed the ULB	Service Vehicles - 60%	Service Vehicles - <40%
Facilities: The percentage of facilities (by group) that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) Scale	Maintenance - 0% Passenger - 0%	Maintenance - 0% Passenger - 0%

ITEM 7

Resolution 2022-06: Consider approval of a resolution to adopt Transit Safety Targets

A key feature of the Moving Ahead for Progress in the 21st Century (MAP-21) was the establishment of performance-based planning and programming. In addition to the performance measures established by the Federal Highway Administration, Federal Transit Administration (FTA) was mandated to develop a rule, effective July 19, 2019, to establish regulations to require providers of public transportation and MPOs to develop and implement Public Transportation Agency Safety Plans (PTASP) that include the processes and procedures to implement Safety Management Systems (SMS) and establish safety performance targets.

The TDOT Multimodal Division created the safety plans on behalf of small transit providers, which includes Johnson City Transit. NET Trans has created their own plan. The plans must be updated and certified by the transit agencies annually.

The transit agencies have established updated targets that represent a quantifiable, measurable safety performance or condition. The transit agencies will regularly monitor the performance of their system to ensure they are meeting their targets and improving safety outcomes. At least annually, when reviewing and updating their Safety Plans, the transit agencies will evaluate their safety performance to determine whether they should change their safety performance targets. Agency safety performance targets are categorized below by safety performance measures.

- Fatalities – Total number of reportable fatalities and rate per total unlinked passenger trips, by mode;
- Injuries – Total number of reportable injuries and rate per total unlinked passenger trips, by mode;
- Safety Events – Total number of reportable events and rate per total vehicle miles, by mode; and
- System Reliability – Mean distance between failures, by mode.

MPOs have the option of including the transit agencies' safety targets by reference in the TIP and the future update to the Metropolitan Transportation Plan. It is recommended the transit agencies' FY 2022 safety targets, found as Attachment A to Resolution 2022-04, be supported by the Johnson City MTPO Executive Board by vote and accompanying resolution.

**RESOLUTION OF THE EXECUTIVE BOARD OF THE JOHNSON CITY METROPOLITAN
TRANSPORTATION PLANNING ORGANIZATION (MTPO) TO
SUPPORT TRANSIT AGENCIES’ FY 2022 SAFETY PERFORMANCE TARGETS**

WHEREAS, in 2012 the United States Congress passed the Moving Ahead for Progress in the 21st Century (MAP-21) and Fixing America’s Surface Transportation (FAST) Act that mandate the establishment of a performance and outcome-based program for transportation decisions; and

WHEREAS, the Federal Transit Administration (FTA) was mandated to develop a rule establishing regulations to require providers of public transportation and MPOs to develop safety plans that include the processes and procedures to implement Safety Management Systems (SMS) and establish safety performance targets; and

WHEREAS, the transit safety regulations require providers of public transportation and MPOs to set safety targets, which apply to four categories defined by Federal legislation: fatalities, injuries, safety events and system reliability; and

WHEREAS, the providers of public transportation formally reported their safety plans and targets to the Johnson City MTPO; and

WHEREAS, MPOs have 180 days following the establishment and reporting of the safety targets to include these targets by reference in planning documents for the Johnson City MTPO Metropolitan Planning Area; and

WHEREAS, the staff of the Johnson City MTPO, after consultation and coordination with TDOT and providers of public transportation within the Johnson City MTPO Metropolitan Planning Area, recommends that the Johnson City MTPO includes these targets, depicted in “Attachment A” to this resolution, by reference in the Transportation Improvement Program and the future update to the Metropolitan Transportation Plan;

NOW, THEREFORE, BE IT RESOLVED that the Executive Board of the Johnson City Metropolitan Transportation Planning Organization does hereby support the transit agencies’ Fiscal Year 2022 safety performance targets.

MTPO Executive Board, Chair

Date

MTPO Executive Secretary

Date

Attachment A
Transit Agencies' Safety Performance Targets in the Johnson City MTPO Area
 Federal Fiscal Year 2022

From Johnson City Transit:

Performance Measures	TARGET
Number of Fatalities	0
Rate of Fatalities per 100,000 VRM ¹	0
Number of Injuries	1
Rate of Injuries per 100,000 VRM	0.000021
Number of Safety Events	2
Rate of Safety Events per 100,000 VRM	0.33
Total Major Mechanical Failures (System Reliability)	25
Miles between Major Mechanical Failures	44,000

From NET Trans (First Tennessee Human Resource Agency)

Performance Measures	TARGET
Number of Fatalities	0
Rate of Fatalities per 100,000 VRM	0
Number of Injuries	2
Rate of Injuries per 100,000 VRM	0.08
Number of Safety Events	3
Rate of Safety Events per 100,000 VRM	0.12
Total Major Mechanical Failures (System Reliability)	15
Miles between Major Mechanical Failures	163,748

¹ VRM – Vehicle Revenue Miles

ITEM 8

Consider endorsement of fiscally constrained list of projects for the update to the Metropolitan Transportation Plan (MTP)

The Metropolitan Transportation Plan (MTP), formerly called the Long-Range Transportation Plan, is one of the core transportation planning documents that Metropolitan Planning Organizations (MPO) are required to do. This plan is an update to the 2045 MTP to reflect current and future transportation conditions from 2020 to 2050 for the Johnson City MTPO Region. KCI Technologies is the consultant that is updating the plan.

At the last meeting, KCI reviewed revenue projections for ensuring the recommended improvements listed in the MTP are fiscally constrained, a federal metropolitan planning requirement. The complete list of projects and estimated costs using Federal funds must fit entirely within the estimated revenue projections to be considered as meeting the fiscal constraint test.

There are four lists for the Board to review. The first is the “Existing + Committed Project List.” For planning purposes, this list includes projects that are at some stage of development, with funding committed to those phases. Some of the projects have been completed since the 2045 MTP was prepared.

For the second list, KCI has prepared a draft “Fiscally Constrained Project List.” These projects are recommended to occur within one of two horizon years – by 2030 or 2050, depending on federal funding availability and prioritization. Please note the horizon year of 2030 covers the time frame from 2022 to 2030. The horizon year of 2050 covers the time frame from 2031 up to 2050.

Due to the cost of some projects and the limited availability of federal funds, a third list shows an “Illustrative Unfunded Project List.” These projects were identified to meet a need addressed in the community; however, through fiscal constraint or prioritization, these projects were not able to be funded at this time. If funding were to become available, a project could move up to the fiscally constrained list.

The final table is the “Fiscal Constraint Summary.” This table provides an overview of the funding programs the MTPO and KCI has identified to be reasonably available, along with the associated revenues and expenditures. It represents the final table that demonstrates fiscal constraint for all of the programs.

Johnson City MTPO
2050 Metropolitan Transportation Plan
Existing + Committed Project List

Lead Agency	Project/Route Name	From/To	Type of Improvement	Description	Project Status
TDOT	Boones Creek Road (SR 354)	I-26 to Christian Church Road	Widen	Widen existing 2 lane roadway to 4 lanes	Completed
TDOT	Boones Creek Road (SR 354) and Bugaboo Springs Road Improvements	Boones Creek Road (SR 354) at Bugaboo Springs Road	Intersection Improvement	Intersection Improvement	Completed
Local	Bristol Highway (SR 34) at Industrial Park Road Traffic Signal Upgrade	Intersection of Bristol Highway (SR 34) and Industrial Park Road	Intersection Improvement	Upgrade traffic signals	Completed
Local	Broad Street Bridge Repair	Broad Street Bridge over Doe River	Bridge Rehabilitation	Repair and rehab the bridge due to deterioration	Completed
Johnson City	Christian Church Road	Boones Station Road to Boones Creek Road (SR 354)	Roadway Widening	Widen to 3 lanes, curb & sidewalk	Under Development; estimated \$3,200,000 cost
Washington County	Claude Simmons Road	West Market Street (US 11E) to Knob Creek Road	Safety	Spot safety improvements, signage, guardrail, striping, Safety Edge	Under Development
Washington County	Conklin Road	Old SR 34, Bacon Branch Road to Horace Dillow Road	Safety	Spot safety improvements, signage, guardrail, striping, Safety Edge	Under Development
TDOT	East Jackson Boulevard (SR 34/US 11E) and Boones Creek Road (SR 354) in Jonesborough	Intersection of East Jackson Boulevard (SR 34/US 11E) and Boones Creek Road (SR 354)	Intersection Improvement	Intersection Improvement	Completed
TDOT	East Jackson Boulevard (SR 34/US 11E) Improvements	East Jackson Boulevard (SR 34/US 11E) from Jonesborough City Limits to Claude Simmons Road	Reconstruction	Install turn lanes	Completed
Johnson City	Fiber Optic Network Expansion	Throughout Johnson City	ITS Improvements	Extend fiber option network to include fiber optic cable, conduit, and possibly overhead installation throughout Johnson City	Under Development
Local	Greenline Road	Intersection of Peoples Street and Greenline Road	Intersection Improvement	Intersection Improvement	Completed
Washington County	Greenwood Drive	Bill Jones Road to Lone Oak Road	Safety	Spot safety improvements, signage, guardrail, striping, Safety Edge	Under Development
TDOT	I-26 Exit 24 at University Parkway (SR 67)	Exit 24 on I-26 at University Parkway (SR 67)	Interchange Improvement	Ramp Modification	Completed
TDOT	I-26, Exit 17 at Boones Creek Road (SR 354)	Exit 17 on I-26 at Boones Creek Road (SR 354)	Interchange Improvement	Interchange modification	Completed
Johnson City	Knob Creek Road at State of Franklin Road (SR 381) Intersection and Approaches Improvements	Intersection Knob Creek Road at State of Franklin Road (SR 381), including intersections of Knob Creek & Peoples Street/Med-Tech Pkwy, & Knob Creek & Fitness Way	Intersection Improvement	Add turn lanes at Knob Creek & Med Tech, Knob Creek & Fitness Way, Knob Creek & Peoples with realignment on Peoples Street	Under Development; estimated \$750,000 for construction
TDOT	Knob Creek Road Extension - Section 1	West of Mizpah Hills Drive to Marketplace Boulevard	Reconstruction	Construct a new 5 lane (overpass crossing CSX RR)	Under Development; currently in right- of-way with additional \$35M left for construction, which TDOT will fund and manage

Johnson City MTPO
2050 Metropolitan Transportation Plan
Existing + Committed Project List

Lead Agency	Project/Route Name	From/To	Type of Improvement	Description	Project Status
TDOT	Knob Creek Road Extension - Section 2	North of Mizpah Hills Drive to Boones Creek Road (SR 354)	Reconstruction	New alignment, sidewalks and multiuse trail 2/3 lane	Under Development; currently in preliminary engineering with additional \$41.4M left for right-of-way and construction
Elizabethton	Linear Path and Tweetsie Trail Connector	Hattie Avenue, from Cedar Avenue to South Riverside Drive	Bicycle/Pedestrian	Two 5-foot paths connecting Linear Path at South Riverside Drive to the Tweetsie Trail at Cedar Avenue.	Under Development; estimated \$360,000 cost
Jonesborough	New Traffic Signal at East Jackson Boulevard (SR 34) and Tiger Way	Intersection of East Jackson Boulevard (SR 34) at Tiger Way - Jonesborough	Traffic Signal	New traffic signal	In preliminary engineering phase
TDOT	Okolona Road (SR 359)	Milligan Highway (SR 359) to South Roan Street	Safety / Geometric Spot Improvement	Safety/geometric improvements (including paved shoulders, improvements at select locations/intersections as determined through the project development process	Not Started
Johnson City	Old Gray Station Road - Section 2	Bobby Hicks Highway (SR 75) to just north of Buckingham Road	Widen	Upgrade Traffic Signal at Bobby Hicks Highway (SR 75), widen to 3 lanes with turning lanes to intersection with Glen Mize Way; from Glen Mize Way to Boones Creek Road (SR 354) - improved 2 lanes with turn lanes	Under Development
Elizabethton	Overmountain Drive Extension	Overmountain Drive near the intersection of Militia Court	New Construction	Extend Overmountain Drive to the hospital access road	Under Development; estimated \$670,000 cost
Elizabethton	Overmountain Drive Roundabout in Elizabethton	Overmountain Drive Entrance to Walmart	Intersection Improvement	Install a roundabout to replace 3-way stop on Overmountain Drive	Under Development
Elizabethton	Riverfront Linear Walking Path - Phases IV & V	Phase V trail begins at the termination point of the existing trail along Race Street and ends at the termination point of the existing trail along West Riverside Drive. Phase IV trail begins at the termination point of the existing trail behind Lowe's adjacent to Overmountain Drive and ends at Sycamore Shoals State Park.	Bicycle/Pedestrian	Linear walking path	Under Development; currently in preliminary engineering with additional \$630,000 left for construction
Local	Signalization Improvements for Elizabethton at Two Intersections	Elk Ave (SR 67) and Milligan Highway and Mill Street	Intersection Improvement	Upgrade and install traffic signals	Completed
TDOT	SR 91 Extension	Veterans Memorial Parkway (SR 37/US 19E) to West Elk Avenue (US 321)	Reconstruction	Add center turn lane along the 4-lane undivided portion of West Elk Avenue from Holly Lane to North Roan Street and reconfigure intersection of North Roan	Project is under construction, to be completed on or before June, 2023
Local	State of Franklin Road (SR 381)	Intersection with Indian Ridge Road and Skyline Drive	Intersection Improvement	Add turn lanes, bridge rehabilitation	Completed
Elizabethton	Traffic Management Center - Elizabethton	Engineering Offices - Elizabethton	ITS Improvements	Software, computer system to control traffic signals.	Under Development
TDOT	Traffic Signal for North Roan Street (SR 36) at Mountainview Road	North Roan Street (SR 36) at Mountainview Road	Intersection Improvement	Install traffic signals	Completed

Johnson City MTPO
2050 Metropolitan Transportation Plan
Existing + Committed Project List

Lead Agency	Project/Route Name	From/To	Type of Improvement	Description	Project Status
Local	Traffic Signal for State of Franklin Road (SR 381) and Harris Drive	Intersection of State of Franklin Road (SR 381) and Harris Drive	Intersection Improvement	Install traffic signals	Completed
Johnson City	Traffic Signal in Gray	Bob Fitz Road or Gray Station Road at Bobby Hicks Highway (SR 75) (only one location)	New Traffic Signal	Install new traffic signal at one of the locations	Under Development
TDOT	Traffic Signal Upgrade at Broad Street and Veterans Memorial Parkway	Intersection of Broad Street (SR 67/91/US 321) and Veterans Memorial Parkway (SR 37/US 19E)	Intersection Improvement	Upgrade traffic signal to improve safety and congestion	Under Construction; to be completed on or before June 2023
TDOT	Veterans Memorial Parkway (SR 37 /US 19E) and Gap Creek Road (SR 361) Intersection Improvements	Veterans Memorial Parkway (SR 37/US 19E) and Gap Creek Road (SR 361)	Safety / Bridge Improvements	Install traffic signal, signage, widen bridge	Under Development
TDOT	West Main Street (SR 81) at Persimmon Ridge Road Improvements	West Main Street (SR 81) at Persimmon Ridge Road	Intersection Improvement	Intersection Improvement	Completed
Johnson City	West Mountainview Road Improvements	West Mountainview Road, near Knob Creek Road to West Oakland Avenue	Roadway Widening	Widen roadway and add turn lanes	Under Development; estimated \$1,000,000 for construction
Johnson City	West Oakland Avenue Improvements	West Oakland Avenue, from West Mountainview Road to Hanover Road	Roadway Widening	Widen roadway and add turn lanes	Under Development; estimated \$1,150,000

Johnson City MTPO
2050 Metropolitan Transportation Plan
Fiscally Constrained Project List

ID	Lead Agency	Project/Route Name	From/To	Type of Improvement	Description	Horizon	YOE Cost	Funding Program
Projects to be Completed 2023-2030								
1	Local	Adaptive Signal Control	System wide deployment throughout Johnson City	ITS Improvements	Deployment of real-time adaptive signal control technologies	2030	\$255,256	STBG-L
4	TDOT	I-26 Exit 19-State of Franklin (SR 381) Interchange Signage (Project S6)	I-26 Exit 19-State of Franklin Road (SR 381) Interchange	Safety / Geometric Improvements	Install Additional Overhead Signage	2030	\$316,518	HSIP
6	TDOT	I-26 ITS Deployment	MM 8 to MM 26	ITS Improvements	Cameras, DMS, Sensors and communications	2030	\$9,189,227	NHPP
9	Washington County	Old Gray Station Road Section 1	Bobby Hicks Highway (SR 75) to Cherry Street	Roadway Widening	Improve roadway to three lane and shoulder	2030	\$10,669,714	Local
10	TDOT	SR 362 Safety Improvements	Dry Creek Road (SR 361) to Big Springs Road	Safety / Geometric Improvements	Safety/geometric improvements (including paved shoulders, improvements at select locations/intersections) as determined through the project development	2030	\$196,547	HSIP/STBG-S
14	Washington County	Washington County Industrial Park Traffic Signal	Intersection of Andrew Johnson Highway (SR 34/US 11E) at Precision Boulevard/Stockyard Road	Operational Improvements	Install new traffic signal	2030	\$510,513	STBG-L
16	TDOT	Boones Creek Road (SR 354) Section 1	Christian Church Road to Highland Church Road	Roadway Widening	Widen existing 2 lane roadway to 4 lanes	2030	\$17,740,314	STBG-S
30	TDOT	SR 361 Improvements	Okolona Road (SR 359) to Veterans Memorial Parkway (SR 37/US 19E)	Safety / Geometric Improvements	Safety/geometric improvements (including paved shoulders, improvements at select locations/intersections) as determined through the project development	2030	\$7,914,222	HSIP
40	Johnson City	Novus Drive Extension	West Market Street (SR 34/US 11E) to McKinley Road	New Road Alignment	Construct new 2 lane road with median and additional turn lanes at intersections.	2030	\$15,315,379	Discretionary / STBG-L / Local
43	Sullivan County	Allison Road and Piney Flats Road Intersection Improvements	Bristol Highway (SR 34/US 11E/US 19W) and Allison Road/Piney Flats Road	Operational Improvements	Intersection Improvement	2030	\$3,190,704	STBG-L
55	Johnson City	Browns Mill Road and Peoples Street Roundabout	Browns Mill Road and Peoples Street Intersection	Operational Improvements	Install roundabout at the intersection of Browns Mill Road and Peoples Street	2030	\$638,141	Local
57	Johnson City	Browns Mill Road Improvements	Browns Mill Road, from West Oakland Avenue to Peoples Street	Roadway Widening	Widen road, add turn lanes, add sidewalks	2030	\$3,190,704	Local
58	Johnson City	Cherokee Road (SR 67)	Sinking Creek Road to University Parkway (US 321/SR 381)	Operational Improvements	Operational improvements (including spot widenings, intersection improvements, turn lanes) at select locations/intersections as determined through the project development process	2030	\$641,331	HSIP

**Johnson City MTPO
2050 Metropolitan Transportation Plan
Fiscally Constrained Project List**

ID	Lead Agency	Project/Route Name	From/To	Type of Improvement	Description	Horizon	YOE Cost	Funding Program
60	Johnson City	West Walnut Street Safety Improvements	Antioch Road to West State of Franklin Road (US 321/SR 381)	Safety / Geometric Improvements	Safety/geometric improvements (including paved shoulders, improvements at select locations/intersections) as determined through the project development	2030	\$392,457	Local
Projects to be Completed 2031-2050								
2	TDOT	I-26 Exits 22 & 23 Interchange Improvements (Project C1)	East Unaka/Watauga Avenue (SR 400) to West Market/Main Street (SR 91)	Roadway Widening	Widen EB Off-Ramp to Provide Option Lane	2050	\$2,582,094	NHPP
8	Washington County	Old Gray Station Road Section 3	Buckingham Road to Boones Creek Road (SR 354)	Safety / Geometric Improvements	Safety/geometric improvements (including paved shoulders, improvements at select locations/intersections) as determined through the project development	2050	\$5,554,504	STBG-L
12	TDOT	I-26 Exit 19 - North State of Franklin Road (SR 381) Improvements	On and Off Ramps from I-26 at Exit 19- North State of Franklin Road (SR 381) Interchange	Operational Improvements	Reconfiguration, operational improvements, add turning lanes, on all approaches, etc.	2050	\$60,048,687	NHPP
21	Washington County	Free Hill Road	Kingsport Highway (SR 36) to Cedar Creek Road	Reconstruction	Reconstruct 2 lane roadway addressing geometric issues	2050	\$1,981,607	STBG-L
23	TDOT	East Unaka Avenue (SR 400)	Broadway Street to East Fairview Avenue	Safety / Geometric Improvements	Safety/geometric improvements (including paved shoulders, improvements at select locations/intersections) as determined through the project development	2050	\$1,651,339	STBG-S
24	TDOT	Okolona Road (SR 359) Realignment	I-26 to existing Okolona Road (SR 359)	New Road Alignment	Realign existing roadway with interchange to create better access	2050	\$9,133,405	STBG-S
25	TDOT	SR 75 Improvements	Boonesborough Road to Andrew Johnson Highway (US 11E)	Safety / Geometric Improvements	Safety/geometric improvements (including paved shoulders, improvements at select locations/intersections) as determined through the project development	2050	\$18,032,621	STBG-S
31	Washington County	Shadden Road / Highland Church Road	Suncrest Drive (SR 75) to Boones Creek Road (SR 354)	Safety / Geometric Improvements	Safety/geometric improvements (including paved shoulders, improvements at select locations/intersections) as determined through the project development	2050	\$7,494,076	STBG-L
32	TDOT	I-26	Exit 13 to 17	Roadway Widening	Widen Existing 4 lane interstate to 6 lanes	2050	\$85,479,306	NHPP
33	TDOT	I-26	Exit 17 to 20	Roadway Widening	Widen Existing 4 lane interstate to 6 lanes	2050	\$87,821,204	NHPP
36	Elizabethton	Elk Avenue / Broad Street (SR 67)	Williams Avenue to Holly Lane	Bicycle/Pedestrian	Add sidewalks on north side of SR 67	2050	\$6,341,141	STBG-S

**Johnson City MTPO
2050 Metropolitan Transportation Plan
Fiscally Constrained Project List**

ID	Lead Agency	Project/Route Name	From/To	Type of Improvement	Description	Horizon	YOE Cost	Funding Program
39	TDOT	Watauga Road (SR 400)	East Fairview Avenue to Piney Flats Road	Safety / Geometric Improvements	Safety/geometric improvements (including paved shoulders, improvements at select locations/intersections) as determined through the project development	2050	\$4,203,408	STBG-S
41	Carter County	Tweetsie Trail Extension	End of Tweetsie Trail at Hatcher Lane with State Line Road to Hampton TN	Bicycle/Pedestrian	Trail extension, bridge rehabilitation over the Doe River and access through old railroad tunnel.	2050	\$14,391,669	Discretionary / STBG-L / Local
59	Johnson City	Greenwood Drive Safety Improvements	Seminole Drive to West State of Franklin Road (US 321/SR 381)	Safety / Geometric Improvements	Safety/geometric improvements (including paved shoulders, improvements at select locations/intersections) as determined through the project development	2050	\$1,209,326	Local

**Johnson City MTPO
2050 Metropolitan Transportation Plan
Illustrative Unfunded Project List**

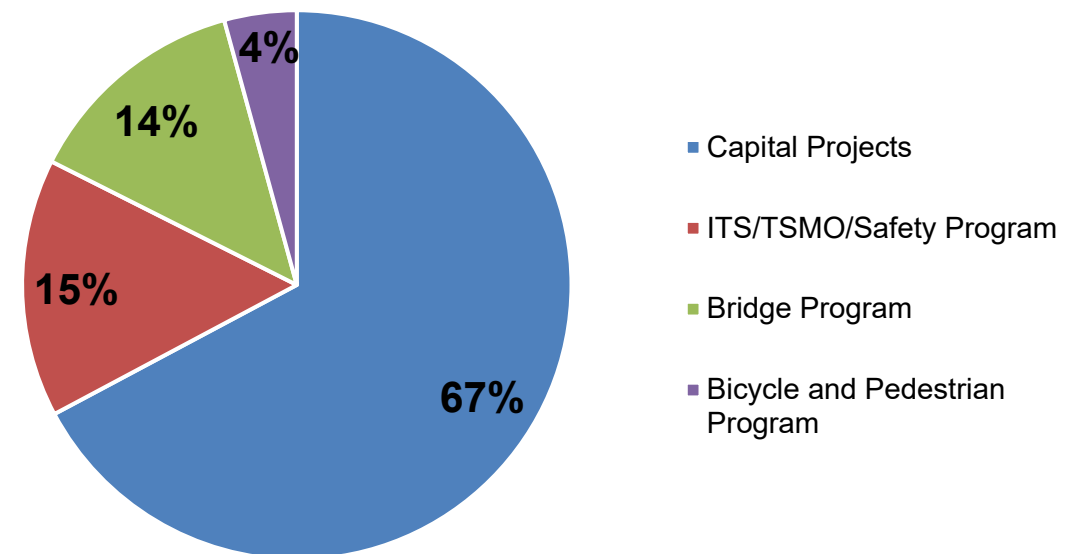
ID	Lead Agency	Project/Route Name	From/To	Type of Improvement	Description	Horizon	Funding Program
17	TDOT	Boones Creek Road (SR 354) Section 2	Highland Church Road to Bugaboo Springs Road	Roadway Widening	Widen existing 2 lane roadway to 4 lanes	Illustrative	STBG-S
18	TDOT	Boones Creek Road (SR 354) Section 3	Bugaboo Springs Road to West Jackson Boulevard (SR 34/US 11E)	Roadway Widening	Widen existing 2 lane roadway to 4 lanes	Illustrative	STBG-S
19	Jonesborough	Jonesborough Parkway	Boones Creek Road (SR 354) to West Jackson Boulevard (SR 34/US 11E) at intersection with Persimmon Ridge Road	New Road Alignment	Construct 3 lane roadway	Illustrative	STBG-S
20	TDOT	North State of Franklin Road (SR 381) Section 1	I-26 Exit 19 to Knob Creek Road	Roadway Widening	Widen existing 4 lane roadway to 6 lanes	Illustrative	NHPP
34	TDOT	I-26	Exit 20 to 24	Roadway Widening	Widen Existing 4 lane interstate to 6 lanes	Illustrative	NHPP
35	TDOT	North State of Franklin Road (SR 381) Section 2	Knob Creek Road to Sunset Drive	Roadway Widening	Widen Existing 4 lane interstate to 6/7 lanes	Illustrative	NHPP
62	TDOT	Suncrest Drive (SR 75) Widening	I-26 to Boonesboro Road	Roadway Widening	Widen existing 3 lane roadway to 5 lanes	Illustrative	STBG-S

**Johnson City MTPO
2050 Metropolitan Transportation Plan
Fiscal Constraint Summary**

Revenue Source	Expenditures	Revenues 2023-2030	Expenditures 2023-2030	Carryover Balance	Revenues 2031-2050	Expenditures 2031-2050	Remaining Balance
National Highway Performance Program (NHPP) (80%/20%)	Capital Projects		\$9,189,227			\$235,931,290	
	ITS/TSMO/Safety Program	\$81,908,220	\$20,498,651	\$20,498,651	\$271,675,564	\$21,073,590	\$11,000,427
	Bridge Program		\$31,721,691			\$24,168,907	
Surface Transportation Program (S-STBG) (80%/20%)	Capital Projects		\$17,838,587			\$39,361,914	
	ITS/TSMO/Safety Program	\$32,367,420	\$1,977,468	\$1,977,468	\$107,357,198	\$18,616,953	\$43,299,496
	Bridge Program		\$10,573,897			\$8,056,302	
Highway Safety Improvement Program (HSIP) (90%/10%)	Capital Projects		\$8,970,345			\$-	
	ITS/TSMO/Safety Program	\$18,789,416	\$4,909,536	\$4,909,536	\$62,321,283	\$18,035,089	\$49,195,730
Surface Transportation Program (L-STBG) (80%/20%)	Capital Projects		\$13,911,469			\$18,628,103	
	Bicycle and Pedestrian Program	\$14,393,388	\$240,960	\$240,960	\$47,740,409	\$7,398,556	\$21,954,709
Other Federal-Aid Programs & Discretionary Funds (e.g., TAP, RAISE, NHFP, etc.) (80%/20%)	Capital Projects		\$1,531,538			\$7,195,834	
	Bicycle and Pedestrian Program	\$2,758,154	\$613,308	\$613,308	\$9,148,327	\$794,777	\$1,771,024
Local Funding (100% Local)	Capital Projects		\$18,719,860			\$4,807,243	
	Bicycle and Pedestrian Program	\$19,021,251	\$150,696	\$150,696	\$63,090,239	\$14,646,097	\$43,787,595
Total		\$169,237,850	\$140,847,232	\$28,390,618	\$561,333,019	\$418,714,657	\$171,008,980

Expenditure Summary	2023-2030	2031-2050	Total
Capital Projects	\$70,161,026	\$305,924,386	\$376,085,412
ITS/TSMO/Safety Program	\$27,385,654	\$57,725,632	\$85,111,285
Bridge Program	\$42,295,588	\$32,225,210	\$74,520,798
Bicycle and Pedestrian Program	\$1,004,964	\$22,839,430	\$23,844,394
Total	\$140,847,232	\$418,714,657	\$559,561,889

2050 MTP Expenditures



ITEM 9

Other Business

Adjourn